Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 2 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Thursday	July 22, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived on-site around 9:30am and met Brad Schut at approximate station LW 1315+00. Brad and I had the contractor begin excavating at the pre-split location in an attempt to locate the bedrock limits. The contractor began excavating on the west end (LW 1315+00) and encountered highly fractured, weak bedrock at this location. I had him excavate toward the east where he encountered unconsolidated deposits consisting of silty sand with cobbles and boulders to approximate station LW 1315+35 where we again encountered highly fractured, weak (Figure 1). The bedrock was rippable at both locations. I performed additional field mapping to determine the limits of bedrock and unconsolidated deposits. Based on this additional field mapping it appears that more competent bedrock is encountered at approximate station LW 1315+75. I indicated to Brad that the Geotechnical Division would take this field information and produce a memorandum with alternative slope design recommendations for this location.

Brad and I then walked to the outcrop located upslope of the pre-split line at approximate station 1334+00. It appears that all of the loose blocks that were identified for scaling in our previous memorandum, dated 7/21/2010, had already been removed except for one rock block (Figure 2). Brad indicated that he would have the contractor remove that rock block before they begin drilling for the pre-split line.

Brad and I walked to the rock cut at approximate station LW 1337+00 to inspect the recently excavated lower portion of Lift 1. This was not a full 12 foot high lift since we are at the top of the cut. The proposed row of pattern dowels will only be located between 6 and 8 feet below the previous row of pattern dowels. Telephone conversation with Steve Lowell and Norm Norrish indicated that we should locate the next row of pattern dowels at this current location and lengthen them to 40 feet in an attempt to stabilize potentially adverse shallow dipping through-going geologic structure that is exposed at the highway cut and is through-going throughout the remaining portion of this cut section. Brad and I located the row of pattern dowels and one spot dowel from approximate station LW 1336+50 to 1337+25 at an approximate elevation of 2601 MSL (Figure 3). Two rock knobs remain at the bottom of the lift that did not get blasted and removed. Brad indicated that they would remove the knobs during the next blast. We located a type L dowel in this knob and it will be installed following the mucking of the next lift. Not much of the scaling and dressing recommended for Lift 1 had been performed and is shown in Figure 3.

Michael P. Mulhern

Signed Inspector

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Brad and I drove to the Hyak office for a 12:00 pm meeting to discuss the work to be performed for the outcrop located immediately above the pre-split line at approximate station LW 1334+00. Kuney indicated that they would perform the work when they build the cat road to drill the pre-split line and they requested that WSDOT pay for the additional fill material and equipment to reach the recommended type L bolts located on the outcrop. I indicated that the bolts were not time sensitive and could be installed during the installation of the cable net anchors and Hi-Tech (sub contractor for the cable nets) could perform the work. Kuney agreed and indicated they would contact Hi-Tech and request an estimate for the additional work.

Following the meeting, Brad wanted to look at some loose rock located on the crest of the highway cut at the station LW 1337+00. It appeared that there was quite a bit of loose material located on the crest (Figure 4). Brad proposed removing this material during closures of the highway during blasting operations. I indicated that the loose blocks located on the crest of the slope could be removed by the contractor during highway closures if it was accomplished in a safe manner.

I left the project site around 3:00 pm.

Michael P. Mulhern

Signed Inspector

Figure 1. A photograph of the soil/rock section located from approximate station LW 1315+00 to 1315+40.

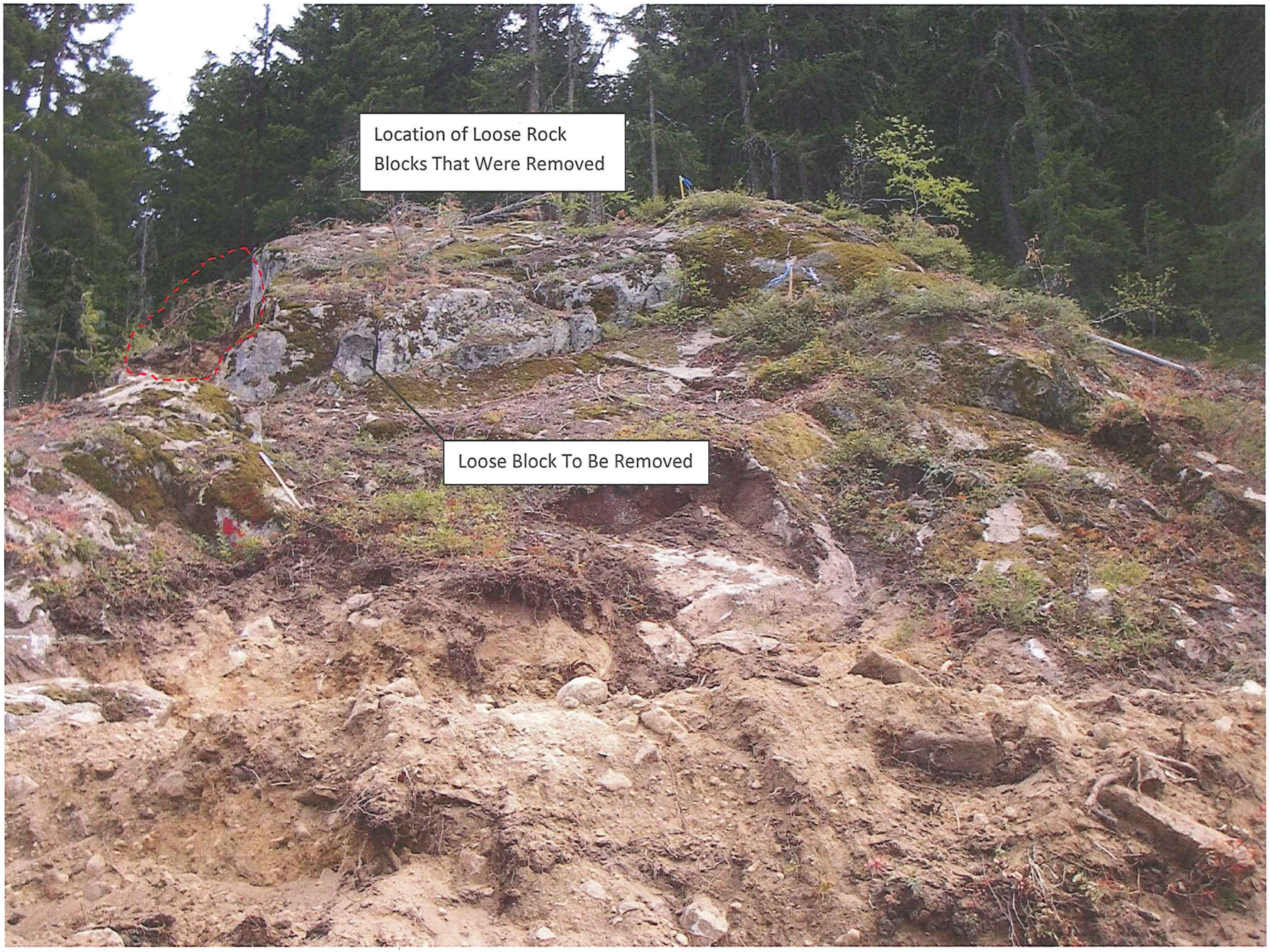

Figure 2. A photograph of the upslope outcrop located at approximate station LW 1334+00.

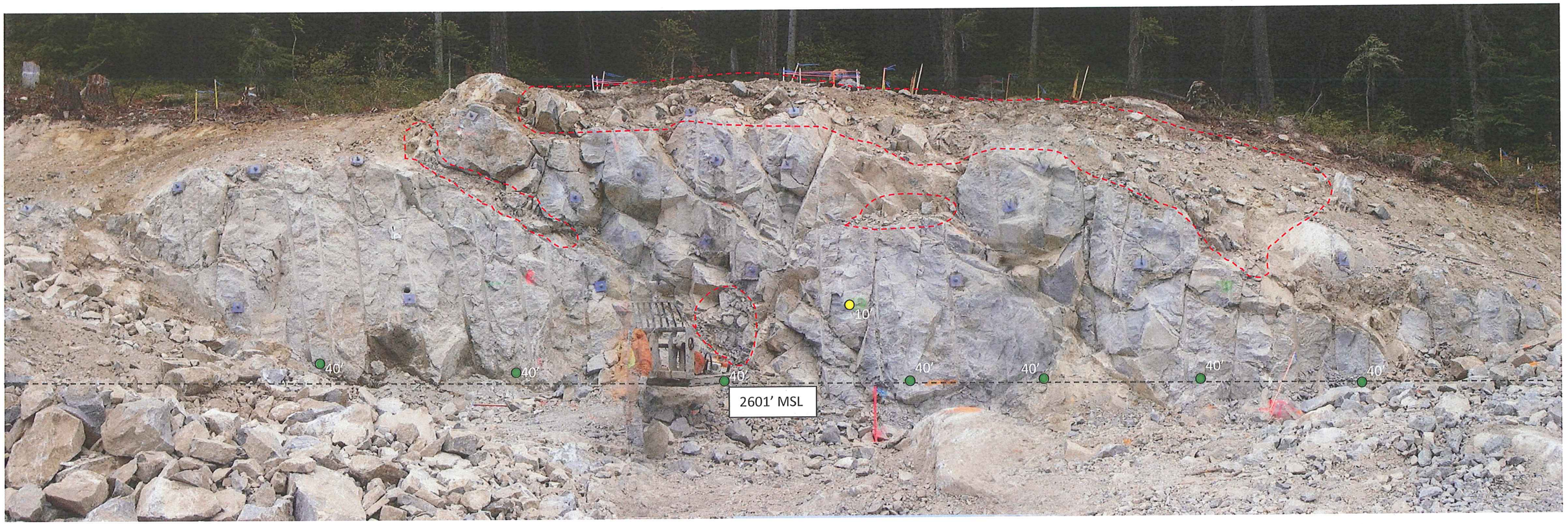

Figure 3. A photograph of Lift 2 from approximate station LW 1336+50 to 1337+00 to 2601 MSL.

40 – Type L Pattern Dowels (Minimum Length in Feet)
10 – Type L Spot Dowels (Minimum Length in Feet)
Scaling and Dressing Locations

Figure 4. A photograph of the highway cut located at approximate station LW 1337+00. Note all the loose rocks located at the crest of the slope.